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COUNTRY Soviet UnionREPORT NO.

25X1A

TOPIC Airfields near PODOLSK, Moscow Oblast, Moscow MD

25X1X

EVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED DATE PREPARED 19 August 1949REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) 2REMARKS SOURCE

25X1X

1. An about 5,000 feet square airfield was located approximately 4.5 miles north-northwest of PODOLSK (37°33' E/55°26' N), 2.5 miles west of the PODOLSK-MOSCOW road. It bordered on a spruce woods to the north and northeast (location see Annex 1).*
2. The field had a short, firm grass cover. A northeast-southwest concrete runway was about 1,600 feet long and terminated on the north in two approach roads.
3. The following installations were located east and northeast in the woods of the landing field:
 - a. Four solid quartering buildings.
 - b. Two workshop cantonment buildings.
 - c. Cantonment buildings and houses for civilian employees, four fuel bunkers.
 - d. No hangars or aircraft revetments were available.
4. The following aircraft were parked at the field in October and November 1946 *:
 - a. About 20 three-engine aircraft: all-metal construction; two-bladed propellers; wings slightly forward-swept; retractable landing gear; fixed tail wheel; four to five cabin windows on both sides of fuselage; single radiator assembly. The three engines were recognized beyond question.
 - b. About 20 twin-engine aircraft: Low-wing monoplane; all-metal construction, smaller than the three-engine planes; some with single, some with double radiator assembly; two cabin windows on both sides of fuselage.

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This document is hereby regraded to
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Approved For Release 2002/08/07 : CIA-RDP82-00457R000200570010-0

Next Review Date: 2008

Date: 11/11/02 By: **VOID**

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c. ten to fifteen single-engine aircraft: low-wing mono-plane; cigar-shaped fuselage; landing gear and tail wheel retractable; two-man crew.

5. There was flying throughout the day. Night flying was not observed. The single-engine and twin-engine aircraft flew individually; no acrobatics, firing, or parachute jumping practice were observed. The three-engine aircraft apparently made long-distance trips with about ten soldiers, mostly officers, aboard.
6. A second airfield which could not be closely observed was located about two miles southwest of PODOLSK, between an asphalt main road and a small river running through PODOLSK in an east-west direction (location see Annex 1).
7. The second airfield was more lightly occupied in early 1947 than was the first. Single-engine aircraft were observed taking off and landing every day. Night flying was almost regularly conducted. Searchlights illuminated the field.

* Comment: The airfield north-northwest of PODOLSK probably is identical to the MOSCOW-YASOVO airfield, which is known from previous information. From the observed aircraft types (single, twin, and allegedly also three-engine planes) it is inferred that a pilot school is located at this airfield. Concerning the observed three-engine aircraft, source was possibly mistaken, since the data on landing gear and cabin indicate that they probably were IL-2s. So far no Soviet three-engine aircraft type of the above description has been known. It cannot be definitely stated whether the two-seat single-engine aircraft were fighter trainers, IL-2, or IL-3 ground attack aircraft.

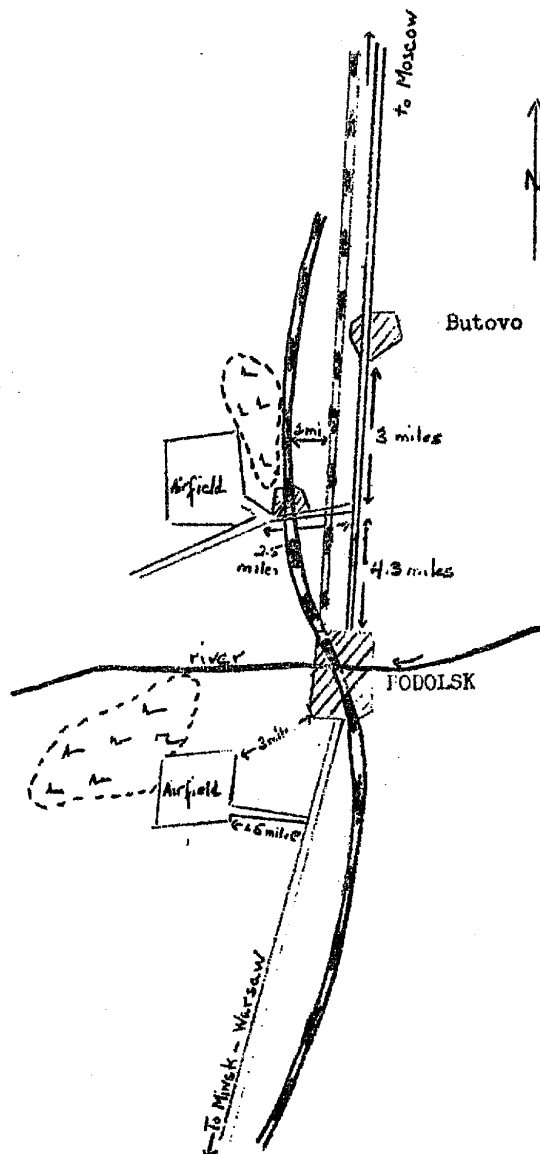
** Comment: This is the first information on an airfield southwest of PODOLSK.

- 2 Annexes:
1. Airfields near PODOLSK, Moscow Oblast, Moscow MD.
 2. Three-engine Aircraft Observed at the Airfield Northwest of PODOLSK.

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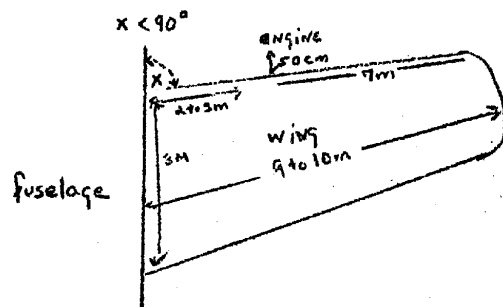
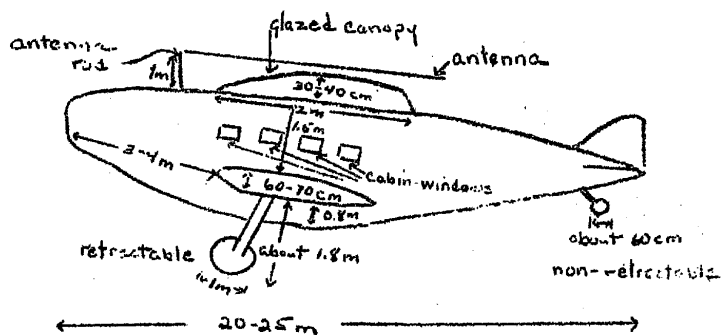
Airfields near Podolsk, Moscow L.D



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Three-Engine Aircraft Observed Northwest
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